

# MUNICIPAL HIGHWAY INFRASTRUCTURE OVERVIEW

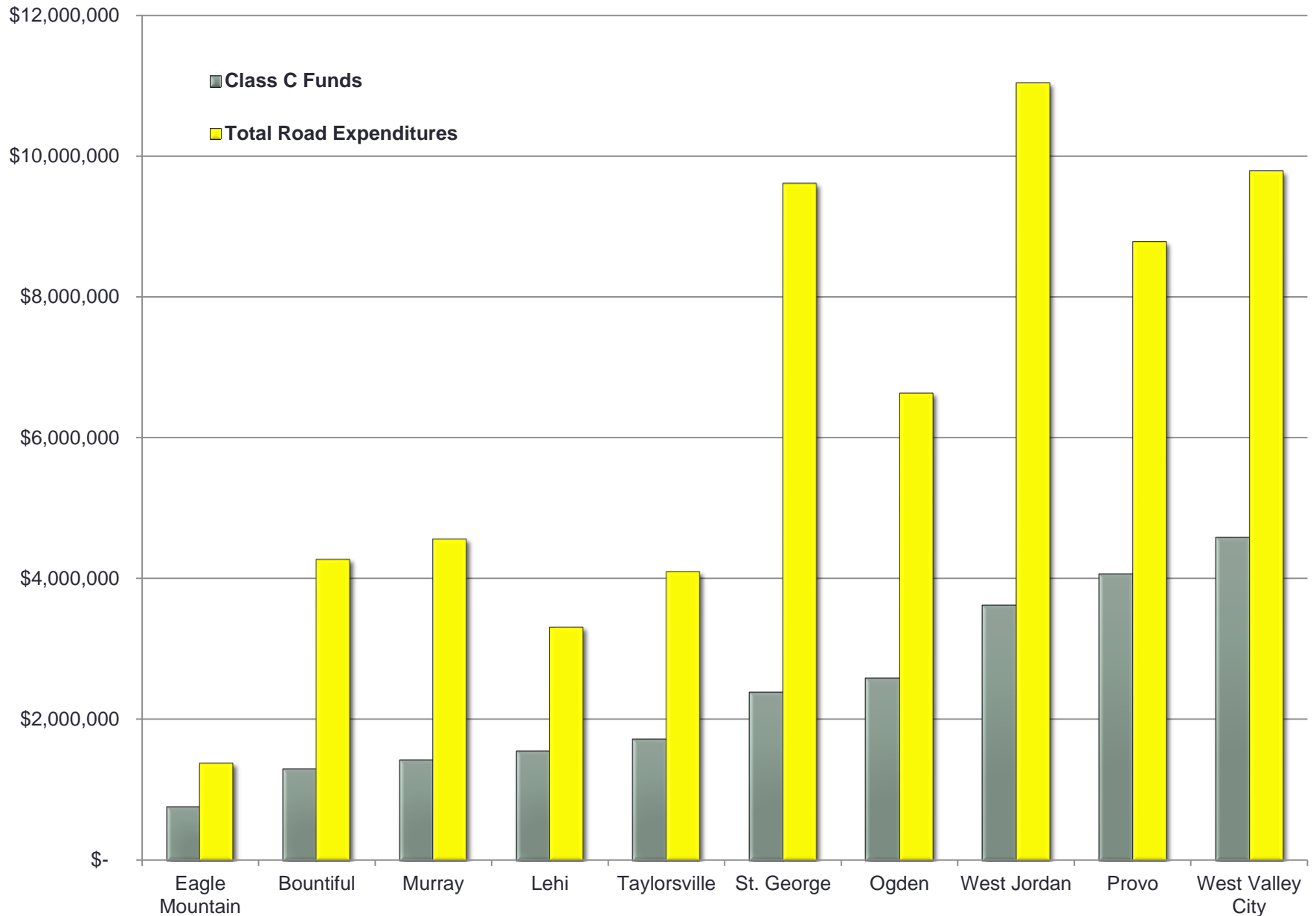
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June 19, 2013

Utah Legislative Interim

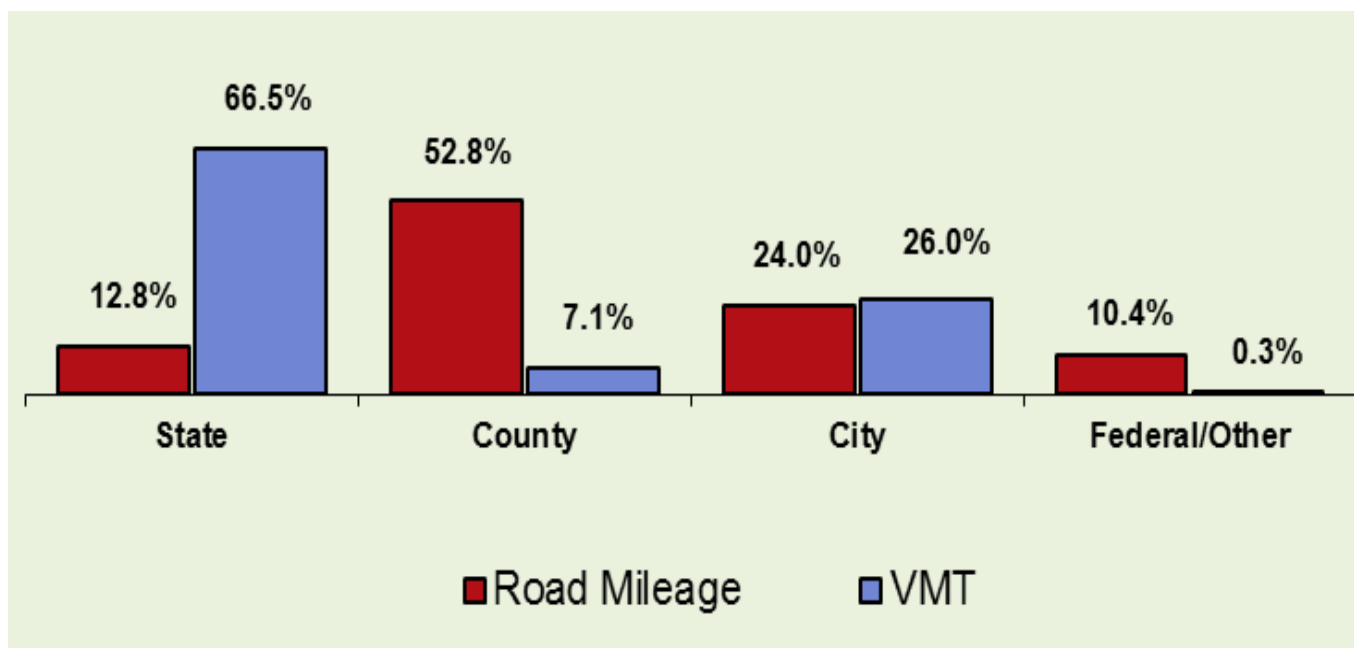
Transportation Interim Committee

# FY 2011 Municipal Highway Funds vs. Municipal Expenditures



# Road Mileage and VMT (Vehicle Miles Travelled)

- Municipal and County roads account for 35,000 of the total, 45000 lane miles in Utah.
- Municipal and County roads account for 32% of Vehicle Miles Travelled (VMT)
- Maintaining 76% of the infrastructure on a user fee that has had nominal growth since 2000.
- Cities/Counties receive 30% (7.35 cents/gallon) of user fees to maintain this 35,000 miles
- UDOT has equally significant needs, as the state system is substantially more expensive per land mile to maintain – hence the larger share of the Highway user fees/taxes (70%)
- Both state and local are not keeping up with suggested maintenance demands for the existing system.



Provided by UDOT Annual Statistical Summary (2012) and the Utah Stat Tax Commission

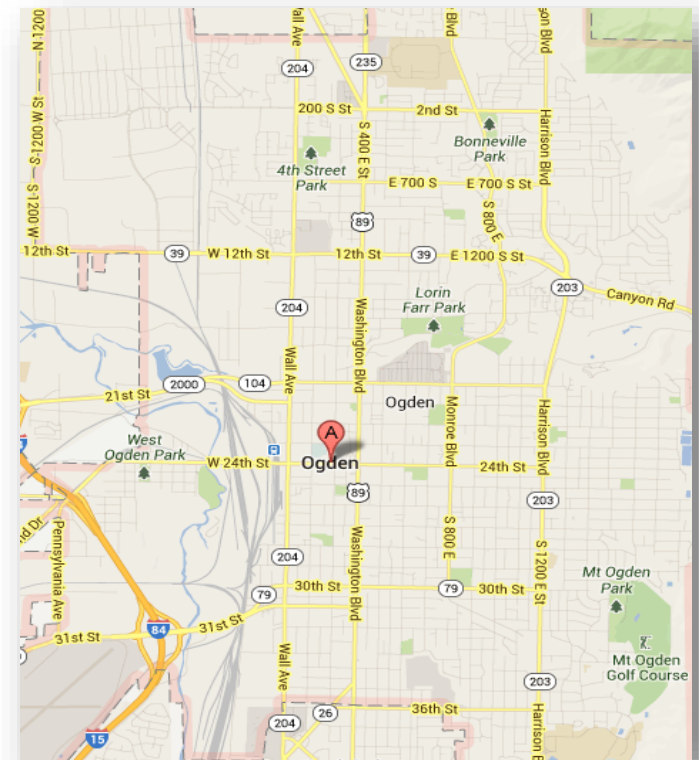
# OGDEN INFRASTRUCTURE

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# Ogden Infrastructure

## Overview of Current Maintenance Responsibilities

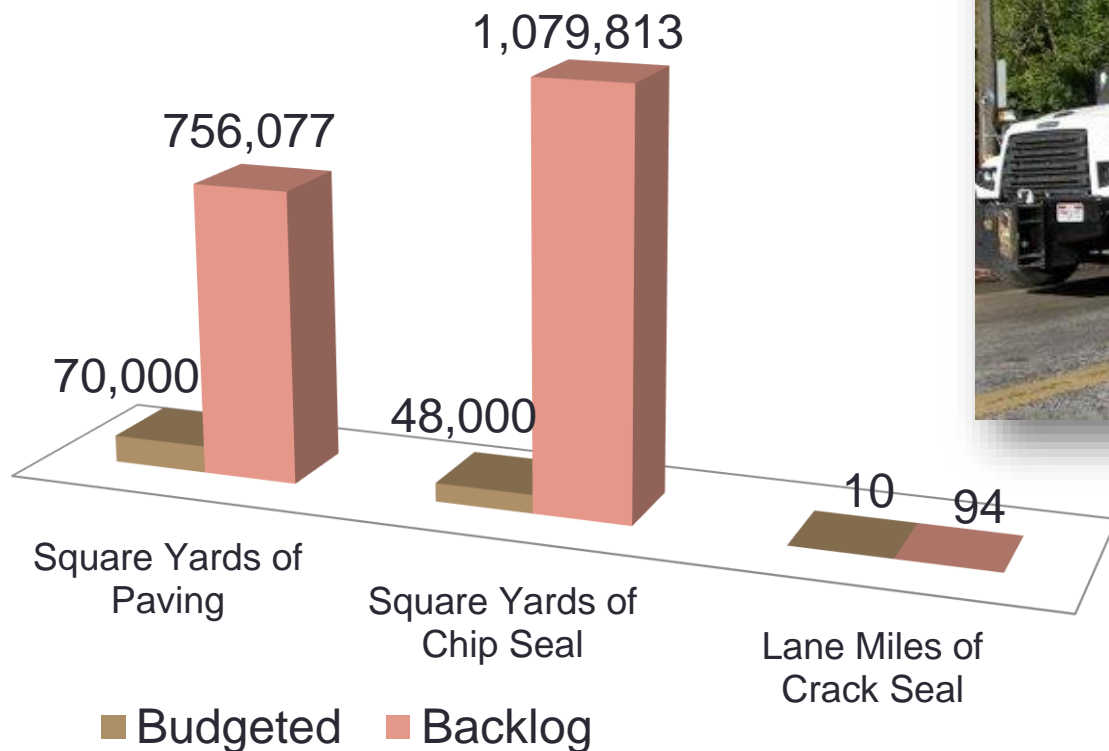
- **712 Lane Miles of Roadways in Ogden**
  - about 14% maintained by UDOT – street surfaces only
- **Street Maintenance:**
  - Provided by City crews
- **Tree Maintenance in Park Strips:**
  - Urban Forester oversees in-house as well as contracted work
- **Curb & Gutter and Sidewalk Repair:**
  - Contracted to vendors by annual contract



# Ogden Infrastructure

## State of Current Infrastructure

### Street Maintenance



**\$535,000**  
annual budget for materials  
25% of our Total B/C Allocation

# Ogden Infrastructure

## State of Current Infrastructure

### Park Strip Tree Maintenance

- Mature trees have outgrown their space in the park strip
- Root systems are crippling the sidewalks and curb & gutters
- We have no systematic approach to remove and replenish.

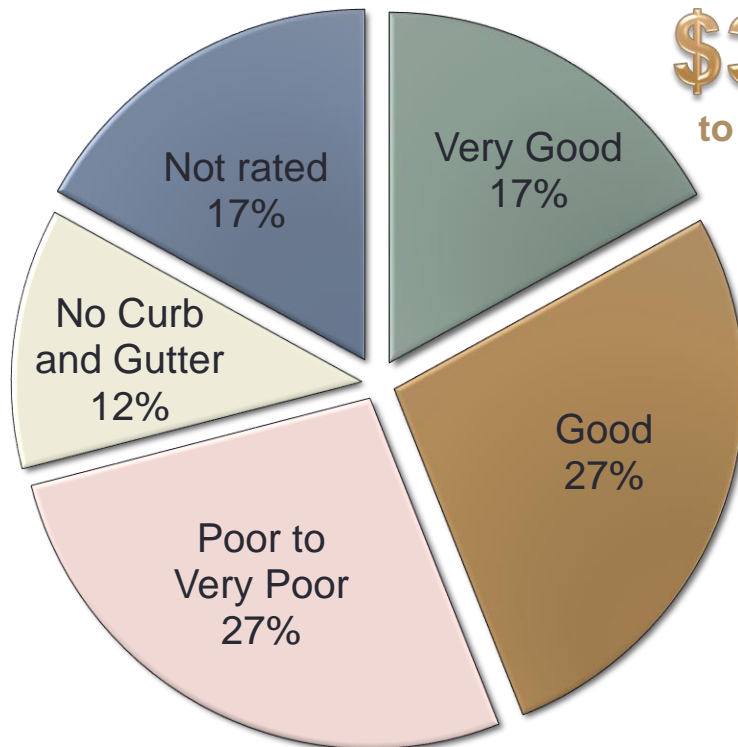




# Ogden Infrastructure

## State of Current Infrastructure

### Curb & Gutter



**\$3,060,000**  
to replace nonfunctional  
curb and gutter

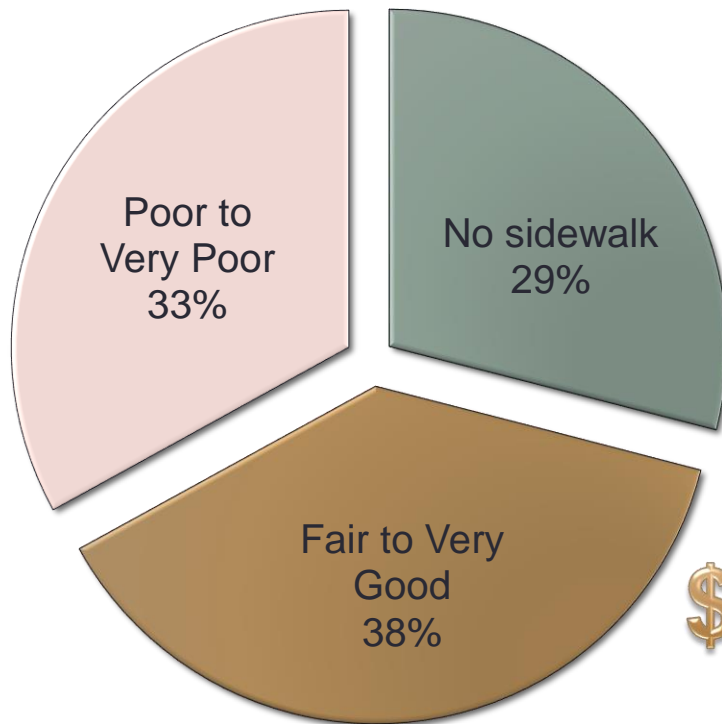




# Ogden Infrastructure

## State of Current Infrastructure

### Sidewalks



**\$20,377,500**  
to replace 33%  
of sidewalk system

# Ogden Infrastructure

## Funding Demands

**\$3,060,000** Curb & Gutter  
**\$20,377,500** Sidewalks

- Immediate need: \$23,437,500
- Actual spent: \$2,239,053  
in past six fiscal years combined on JUST CURB  
AND GUTTER
- **TOTAL Class C allocation -- \$2.57 Mil and we still  
haven't addressed any other transportation needs  
above curb gutter and sidewalks**



# Ogden Infrastructure

## Infrastructure's Impact on Economic Development

### Project Benefits

- Interstate access
- Grant Ave traffic signal
- Improved stacking control at Wall Ave
- Safety at the high school
- Improved storm water control
- Grant Ave promenade

**\$2,900,000**  
Estimated Cost



**20<sup>th</sup> Street Reconstruction**

# Ogden Infrastructure

## Infrastructure's Impact on Economic Development

### Impacts

- LDS Temple Reconstruction
- Town House Development
- School Development
- Mixed Use Developer Opportunities
- And to the west of Lincoln, New Juvenile Court



Revitalized 20<sup>th</sup> and Grant Ave



# Ogden Infrastructure

## Infrastructure's Impact on Economic Development

### Project Benefits

- Ogden City development opportunities
- Connection to Marriott–Slaterville
- Increase traffic volume capacity
- Increase pavement weight carrying capacity
- Eliminate safety hazards
- Improve alignment
- Manage storm water

**\$2,313,350**  
Estimated Cost



**17<sup>th</sup> Street West - Wall to Gibson**

# Ogden Infrastructure

## Infrastructure's Impact on Economic Development



17<sup>th</sup> Street West



**Uncontrolled shoulder widths  
cause drainage issues**

- Difficult to attract new business because of inadequate infrastructure.



# EAGLE MOUNTAIN INFRASTRUCTURE

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# Eagle Mountain Infrastructure

- Eagle Mountain's Road Maintenance program recommends an average annual expenditure of \$1.2 million, yet the City receives only 65% of this from b/c funds
- Most of the City's routine maintenance consists of cracking sealing done by City staff
- The existing average remaining service life for the City's road system, which is mostly less than 10 years old, is 10.34 yrs

# Eagle Mountain Infrastructure

- The City's maintenance program recommended a rotomill and overlay for Silverlake Parkway for this fiscal year, but with no funds, the project had to be postponed



# Eagle Mountain Infrastructure

- Rather than an overlay for the Cedar Pass subdivision, costing \$720k, the City places annual skin patches. The City receives many complaints for the condition of these roads



# Eagle Mountain Infrastructure

- Slurry seals on residential roads are done less frequently than recommended because funds are spent on higher capacity roads that effect more drivers





# Eagle Mountain Infrastructure

- At \$215,000, a recent rotomill and overlay on Ranches Parkway, about 30% of the Streets budget, for about 1% of the City's total roads

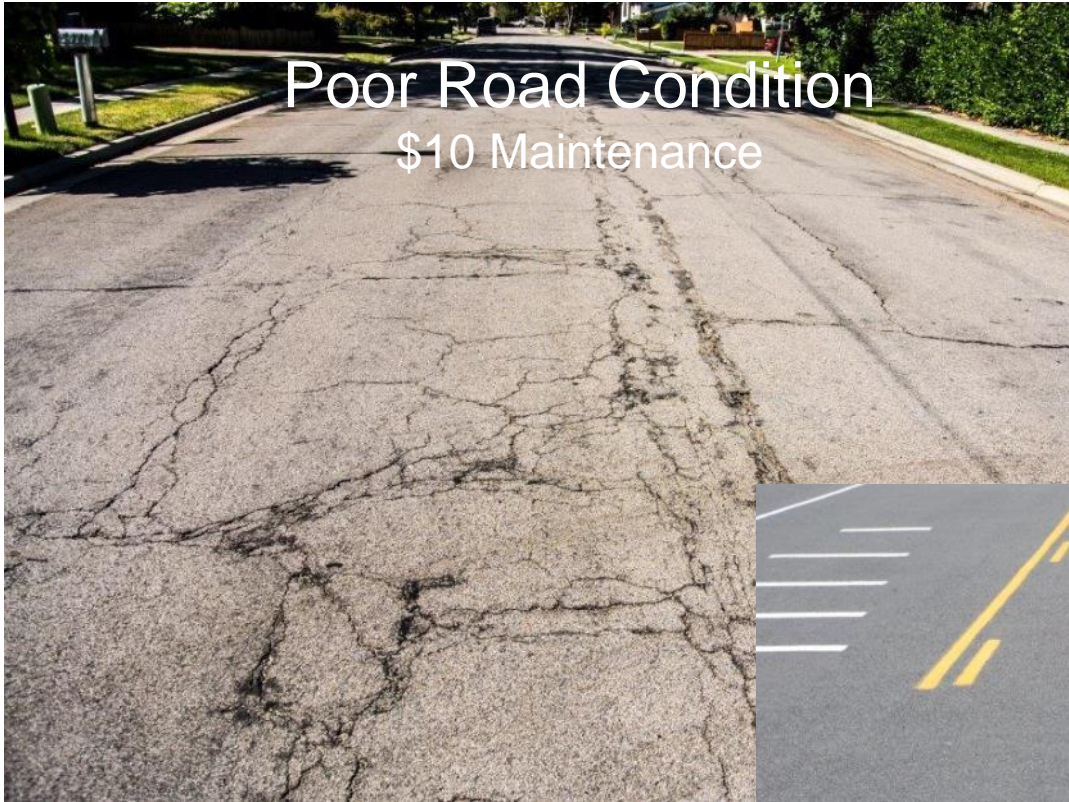




# TAYLORSVILLE INFRASTRUCTURE

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# Taylorsville Infrastructure



Poor Road Condition  
\$10 Maintenance



Excellent Road Condition  
\$1 Maintenance

## Examples of **PRESERVATION** type maintenance

This type maintenance keep roads in “good to excellent condition.”

The cost of this type maintenance is the \$1 range, and prevents additional deterioration.

Crack Seal Maintenance



Slurry Seal Maintenance





## Examples of REHABILITATION type maintenance

This type maintenance adjusts a road to “excellent condition.”

The cost of this type maintenance is the \$6 range, and prevents additional deterioration.

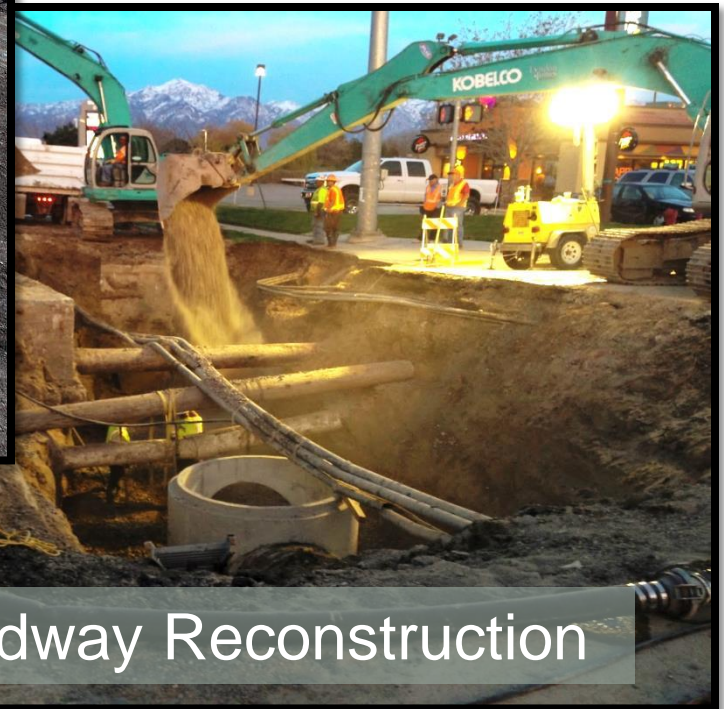




## Examples of RECONSTRUCTION type maintenance

This type maintenance adjusts a road to “excellent condition.”

The cost of this type maintenance is the \$10 range, and prevents additional deterioration.



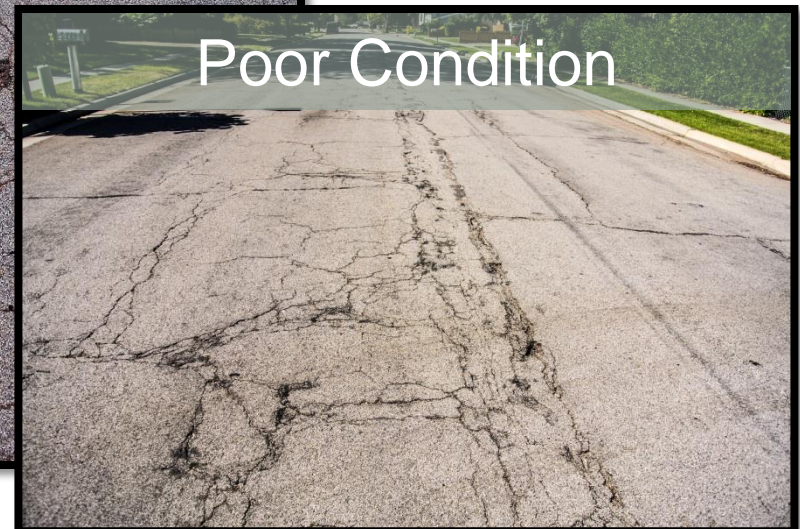


## Examples of ROADWAY CONDITIONS

If you can not see a problem in the road, \$1 is the right maintenance option

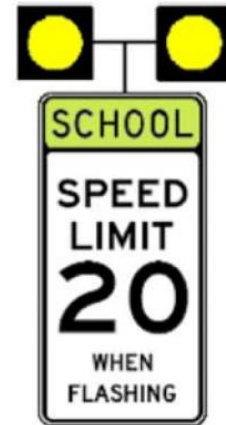
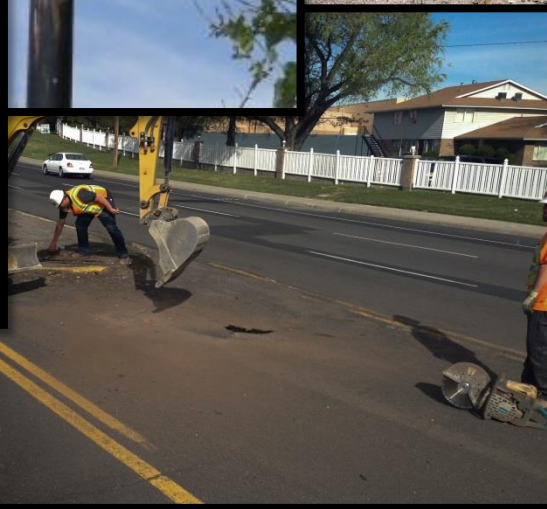
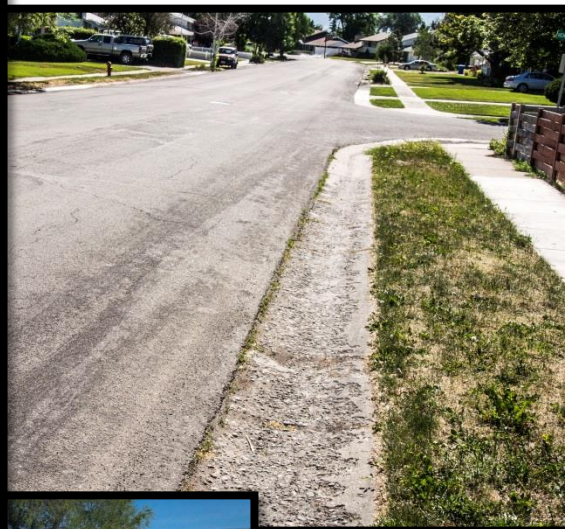
If you can only see a problem in the road, \$6 is the right maintenance option

If you can feel a problem in the road, \$10 is the only maintenance option



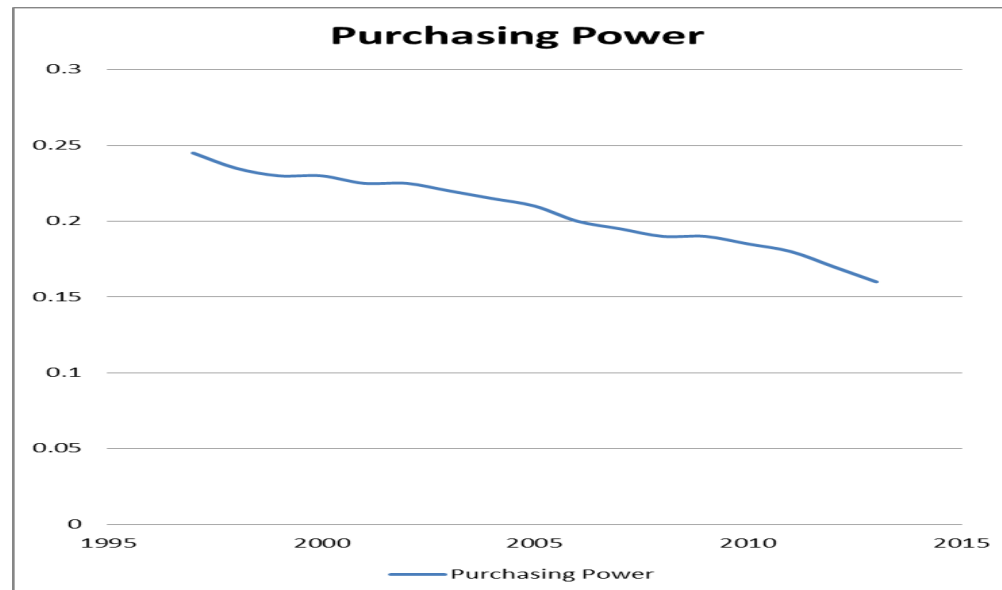


## Other B&C Roadway Maintenance Expenditure for aging infrastructure



# Why the Problem? -- Motor Fuel Tax

- Motor Fuel Tax is at its lowest Real Per/Capita value since 1946 (\$41/person or \$123/Household) and is the primary funding source for cities and towns.
- Meaning cities/counties have \$12/person or \$36/household annually in real dollar terms for city/county roads via the motor fuel tax (30% share of total receipts).
- In order to keep up with inflation, the .245 gas tax that was authorized in 1997 would have to be increased to .36 cents just for inflation.
- We have the equivalent purchasing power of a .15 cent gas tax (Total) just due to inflationary pressure, of which cities and counties receive 30% or the equivalent of 4.5 cents. We are maintaining 35,000 miles of road on the equivalent of roughly 4 cents a gallon.



# The Cost of Deferring Maintenance

## Financial case for highway maintenance



# We Don't Know the Solution Yet...but

- We are ready politically to stand with the Legislature to find a solution.
- Recognize that local options may be the best solutions to address unique needs of various communities.
- We are currently working on possible solutions with:
  - League of Cities
  - Association of Counties
  - Metropolitan Planning Organizations
  - Chamber of Commerce and others

# Some Possible Options we are Exploring:

## Authorized Local Option and Dedicated Tax Comparison of States

|                                  | Washington<br>(21)* | Oregon<br>(11) | California<br>(3) | Nevada<br>(4) | Utah<br>(8) | Idaho<br>(30) | Arizona<br>(10) | New<br>Mexico<br>(39) | Colorado<br>(7) | Wyoming<br>(36) | Montana<br>(37) |
|----------------------------------|---------------------|----------------|-------------------|---------------|-------------|---------------|-----------------|-----------------------|-----------------|-----------------|-----------------|
| Gas Tax (Local Option)           | √                   | √              | √                 | √             |             |               |                 | √                     |                 |                 | √               |
| Vehicle Tax (Local Option)       | √                   | √              | √                 | √             | √           | √             |                 |                       |                 |                 | √               |
| Employment Tax (Local<br>Option) | √                   | √              |                   |               |             |               |                 |                       | √               |                 |                 |
| Sales Tax (Dedicated)            | √                   |                | √                 | √             | √           |               | √               | √                     | √               | √               |                 |
| Property Tax (Dedicated)         | √                   | √              | √                 | √             |             | √             | √               |                       | √               | √               |                 |
| Other**                          | √                   |                | √                 | √             |             | √             |                 |                       | √               |                 |                 |
| Total Revenue Sources            | 6                   | 4              | 5                 | 5             | 2           | 3             | 2               | 2                     | 4               | 2               | 2               |

\*State Metropolitan Urban Density Ranking

\*\* Other Includes: Real Estate Transfer Taxes, Severance, Food and Beverage, Development Impact, and Mortgage Recording

# Recap

- The Problem:
  - Gas tax at lowest per/capita value since 1946
  - Gas tax at lowest *REAL* value (15 cents) since 1987 – 26 yrs ago
  - 16 years of inflationary pressure on the “user fee” (1997)
  - Maintaining 35,000 miles with the equivalent of 4 cents/gallon is not sustainable
  - Maintenance is cheaper than repair but we can’t keep up with either
  - Limited local options to address our problems
- We Will Bring Options:
  - We recognize the local nature of the problem
  - Believe local options provide the most flexibility and accountability
  - We are politically willing to advocate for enhanced resources